

WE CLAIM:

1. A customized feature activation system in a vehicle for allowing each of a plurality of drivers to activate personal preference settings for a plurality of vehicle subsystems, said activation system comprising:
 - an identification system including a plurality of remote devices of a keyless entry system for the vehicle wherein each remote device being capable of generating a uniquely-coded transmission for generating a first current driver identity;
 - a vehicle micro-controller located in the vehicle and said vehicle micro-controller being operatively coupled to the identification system for receiving the first current driver identity;
 - the vehicle micro-controller having memory for storing the first current driver identity and for associating the first current identity with preferred settings for a first vehicle subsystem previously stored in the memory;
 - the first vehicle subsystem operatively coupled to the vehicle micro-controller to receive and process the preferred settings for the first vehicle subsystem;
 - a second vehicle subsystem including a radio that including preference means for receiving preferred station information for storage,

memory for storing the preferred station information for storage,
and control electronics for preferred station information processing
and for receiving the first current driver identity from the vehicle
micro-controller and linking in the memory the first current driver
identity to the preferred station information for storage;

the preference means further receiving preferred station information for
selection and tuning and the control electronics being operatively
configured to receive a second current driver identity from the
identification system and further being configured to respond to the
preferred station information for selection and tuning by selecting
and tuning to the preferred station information for storage whose
linked first current driver identity matching with the second
current driver identity;

the radio of the second vehicle subsystem further including adjustment
setting means for allowing user adjustment preferences to be
applied to speaker output of the radio via the control electronics,
the user adjustment preferences being stored and linked with the
first current driver identity in the memory; and

the control electronics being configured to apply to the speaker output the
user adjustment preferences whose linked first current driver
identity matching with the second current driver identity.

1 2. The activation system as claimed in Claim 1 wherein the user adjustment
2 preferences include a volume adjustment, a treble adjustment and a bass
3 adjustment.

1 3. The activation system as claimed in Claim 1 wherein the first vehicle
2 subsystem includes a climate control subsystem.

1 4. The activation system as claimed in Claim 1 wherein the first vehicle
2 subsystem includes a seating subsystem.

1 5. The activation system as claimed in Claim 1 wherein the first vehicle
2 subsystem includes a locking & security subsystem.

1 6. The activation system as claimed in Claim 1 wherein the second vehicle
2 subsystem includes an electronics control subsystem.

1 7. A method for activating multi-user customized features in a vehicle, said
2 activating step comprising:
3 generating and outputting a current driver identity by an identification
4 system, said identification system including at least one remote
5 device of a keyless entry system for the vehicle wherein the at least

6 one remote device being capable of generating a uniquely-coded
7 transmission for generating the current driver identity;
8 receiving the current driver identity by a vehicle micro-controller located
9 in the vehicle and said vehicle micro-controller being operatively
10 coupled to the identification system, the vehicle micro-controller
11 further having memory for storing the current driver identity and
12 for associating the current driver identity with preferred settings for
13 a first vehicle subsystem and for a second vehicle subsystem
14 previously stored in the memory;
15 receiving and processing the preferred settings for the first vehicle
16 subsystem by the first vehicle subsystem, said first vehicle
17 subsystem being operatively coupled to the micro-controller; and
18 receiving and processing the preferred settings for the second vehicle
19 subsystem by the second vehicle subsystem, said second vehicle
20 subsystem being operatively coupled to the micro-controller.

1 8. The activating method as claimed in Claim 7 wherein the first vehicle
2 subsystem includes a locking & security subsystem.

1 9. The activating method as claimed in Claim 8 wherein the second vehicle
2 subsystem includes a climate control subsystem.

- 1 10. The activating method as claimed in Claim 8 wherein the second vehicle
2 subsystem includes a seating subsystem.
- 1 11. The activating method as claimed in Claim 8 wherein the second vehicle
2 subsystem includes an electronics control subsystem.
- 1 12. The activating method as claimed in Claim 8 wherein the second vehicle
2 subsystem includes a miscellaneous subsystem.
- 1 13. A multi-user customized feature activation system comprising:
2 an identification system for generating a current driver identity;
3 a vehicle micro-controller located in the vehicle and said vehicle micro-
4 controller being operatively coupled to the identification system for
5 receiving the current driver identity, the vehicle micro-controller
6 further having memory for storing the current driver identity and
7 for associating the current driver identity with preferred settings for
8 a locking & security vehicle subsystem, a climate control subsystem,
9 a seating subsystem, an electronics control subsystem and a
10 miscellaneous subsystem previously stored in the memory;

11 the locking & security vehicle subsystem operatively coupled to the
12 vehicle micro-controller to receive and process the preferred
13 settings for the locking & security vehicle subsystem;
14 the climate control vehicle subsystem operatively coupled to the vehicle
15 micro-controller to receive and process the preferred settings for the
16 climate control vehicle subsystem;
17 the seating vehicle subsystem operatively coupled to the vehicle micro-
18 controller to receive and process the preferred settings for the
19 seating vehicle subsystem;
20 the electronics control vehicle subsystem operatively coupled to the
21 vehicle micro-controller to receive and process the preferred
22 settings for the electronics control vehicle subsystem; and
23 the miscellaneous vehicle subsystem operatively coupled to the vehicle
24 micro-controller to receive and process the preferred settings for the
25 miscellaneous vehicle subsystem.

1 14. The activation system as claimed in Claim 13 wherein the preferred
2 settings for the locking & security subsystem include the number of doors
3 to unlock and lock.

1 15. The activation system as claimed in Claim 13 wherein the preferred
2 settings for the climate control subsystem include the temperature to
3 maintain inside the vehicle.

1 16. The activation system as claimed in Claim 13 wherein the preferred
2 settings for the electronics control subsystem include the radio speaker
3 adjustments.

1 17. The activation system as claimed in Claim 13 wherein the preferred
2 settings for the miscellaneous subsystem include the preferred vehicle
3 steering wheel position.